FIRST AMENDMENT
TO THE
DRAFT
ENVIRONMENTAL IMPACT REPORT
FOR THE
GENERAL ELECTRIC FACILITY
PD REZONING

City File # PDC04-029
State Clearinghouse # 2004062104

CITY OF SAN JOSÉ

June 2005

TABLE OF CONTENTS

1.0 INTRODUCTION

1.1 Background

This Amendment, together with the Draft EIR, constitutes the Final Environmental Impact Report for the General Electric Facility Planned Development (PD) Rezoning. This Amendment consists of an introduction, comment letters received during the 45-day public review period, responses to comments, and revisions to the Draft EIR.

The project is located on a 55.4-acre site at the northwest corner of Curtner Avenue and Monterey Road in San José. The project proposes to rezone the site from Heavy Industrial to a (PD) Planned Development Zoning District to allow development of retail commercial uses on the site (File No. PDC04-029). The rezoning is proposed to allow development of a ±646,000 square foot shopping center on the property. Specific tenants are not known at this time. Commercial development could include a range of uses as permitted within the Commercial General District, such as grocery stores, big-box retail stores, home improvement centers, food service establishments, and movie theaters. The project includes preservation of the office portion of the historic 1948 motor plant building.

The Draft EIR was prepared to inform the public of the significant environmental effects of the project, identify possible ways to minimize the significant effects, and describe reasonable alternatives which support the objectives of the project.

1.2 Public Participation

In accordance with CEQA, this document is included in the official public record for the EIR. Based on the information contained in the public record, decision makers will be provided with documentation on the projected environmental consequences of the proposal.

The City notified all responsible and trustee agencies, interested groups, and individuals that a Draft EIR had been completed for the proposed project. The City used the following methods to solicit input during the preparation of the EIR. The following is a list of the actions taken during the preparation, distribution, and review of the Draft EIR.

- The Notice of Preparation (NOP) was filed with the State Clearinghouse on June 16, 2004. The California State Clearinghouse assigned the Clearinghouse Number 2004062104 to the Draft EIR.

- The NOP was distributed by the City to responsible and trustee agencies, and interested groups, organizations and individuals.

- The City held a public scoping meeting for the EIR on September 2, 2004.

- On April 4, 2005, the Draft EIR was distributed for a 45-day public review period to responsible and trustee agencies, interested groups, and individuals. The public review period for the Draft EIR ended on May 19, 2005.

2.0 RESPONSE TO COMMENTS

2.1 Introduction

This section provides responses to comments on the Draft EIR. This section contains all information available in the public record related to the Draft EIR as of April 4, 2005, and responds to comments in accordance with Section 15088 of the CEQA Guidelines.

2.2 List of Comment Letters

The following is a list of comment letters received on the Draft EIR and the dates these letters were received:

State Agencies	**Date**
A. State of California Department of Transportation	May 20, 2005
Local Agencies	
B. County of Santa Clara Roads and Airports Department	May 9, 2005
C. Santa Clara Valley Water District	May 20, 2005
D. Santa Clara Valley Transportation Authority	May 20, 2005
Affiliations & General Public	
E. Preservation Action Council of San José	May 9, 2005
F. Ryan, John	April 18, 2005

2.3 Response to Comments

Each letter received on the Draft EIR is presented in this chapter, as identified in Section 2.2 above. Individual comments in each letter are numbered. Correspondingly numbered responses to each comment are provided in the discussion following the comment letter.

Where comments raise environmental issues that require additions or deletions to the text, tables, or figures in the Draft EIR, a brief description of the change is given and the reader is directed to Section 3.0, Revisions to the Draft EIR. Some comments do not raise environmental issues, or do not require additional information. A substantive response to such comments is not required within the context of CEQA.

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-5505
(800) 735-2929 TTY

Flex your power!
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Letter A

May 17, 2005

SCL-082-4.92
SCL082361
SCH2004062104

Mr. Michael Rhoades
City of San José
801 North First Street
San José, CA 95110-1795

Dear Mr. Rhoades:

General Electric Planned Development Zoning – Draft Environmental Impact Report (DEIR)

Thank you for including the California Department of Transportation in the environmental review process for the proposed project. We have reviewed the DEIR and have the following comments to offer:

Forecasting
Highway Capacity Manual (HCM) 2000 Methodology

In appendix D, Table 2, Freeway Level of Service (LOS) Based on Density, our office found inconsistencies with the HCM LOS thresholds of basic freeway segments when compared to the HCM 2000. The HCM 2000 demonstrates much lower thresholds for LOS E & F. Please revise the traffic impact analysis and associated mitigation measures and submit for our review and comment. A1

LOS	*Density in Table 2*	*Density in HCM 2000*
D	46	35
E	58	45
F	> 58	> 45

Show the Forecasting Year for Various Traffic Conditions

We would like the report to show the year in conjunction with traffic volumes under Background Condition, Proposed Project option 1 and 2 as well as Cumulative Conditions. A2

Pass-by Reduction

We are aware that the pass-by reduction is 25%, which is indicated in Tables 7 and 13 and is applied to both the AM and PM peak period. We believe the shopping mall usually opens at 10 AM. Accordingly, we do not recommend that the 25% pass-by reduction apply to the AM peak hour traffic. In addition, the pass-by reduction for the PM peak hour period approximates 17.5%, by averaging the California sample, according to the 2001 ITE Trip Generation Handbook. Therefore we recommend a 20% pass-by reduction be applied to the PM peak hour traffic instead of 25% unless a local survey is conducted. A3

Cumulative Traffic Condition

We would like to know why cumulative traffic volumes in Figure 19 at sampled intersections 31, 32, 34, 35 and 36 adjacent to project site are almost the same as those under project option 1 conditions in Figure 13 and project option 2 conditions in Figure 17. Does the Cumulative Condition include project options 1 and 2? If not, the report should evaluate Cumulative Plus option 1 and Cumulative Plus option 2 conditions. A4

Highway Operations

After revision of the traffic impact analysis please provide the revised intersection analysis outputs from the TRAFFIX model for our review and comment. A5

Archaeological/Cultural Resources

Possible earth disturbing activities within Caltrans Right of Way are not identified in the DEIR for this project at this time. Please add the following statement to the Mitigation section on page 58 of the DEIR:

A6

"Should future improvements include State Right-of-Way (ROW), the mitigation plan described herein shall be in effect for Caltrans ROW. In addition, if any cultural resources are uncovered during construction activities within State ROW, all work shall be halted within 50 feet of the find and the Cultural Resource Study Office, Caltrans District 4, shall be immediately contacted at (510) 286-5613 or 286-5618. A staff archaeologist will evaluate the finds within one business day."

Additional comments, if any, from our Project Management Branch will be forwarded as soon as they are received.

Should you require further information or have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c. State Clearinghouse (Scott Morgan)

LETTER A: CALIFORNIA DEPARTMENT OF TRANSPORTATION

A1: The VTA (2004 CMP Monitoring Report, Table 5.2 and described on page 5-3) has modified the HCM thresholds to better represent local conditions. The traffic analysis for the project used the thresholds consistent with the VTA.

A2: Although the specific year is not known, the traffic analysis assumes future traffic conditions under the background and project scenarios would occur in the short-term (2-3 years). It is not generally the City's practice to assign specific years to traffic scenarios when conducting project-level traffic studies.

A3: This comment expresses an opinion about the trip generation rates and pass-by reductions used in the traffic analysis for the EIR. The trip generation rate estimates used in the traffic impact analysis (TIA) are consistent with the City's methodology and adhere to City and adopted Congestion Management Agency (CMA) guidelines. Trip reductions of up to 30 percent are permitted and are consistent with data published by the Institute of Transportation Engineers. The traffic analysis applied the City of San José pass-by rates of 25% for each of the AM and PM peak hours. The AM peak hour is subject to fewer trips overall, but this is reflected in a considerably lower trip generation rate. The pass-by, as a percentage, is still comparable to the PM.

A4: The cumulative scenario has been revised in this Final EIR to incorporate a third project, the Goble Lane Mixed Use Project (refer to Section 3 of this Amendment). The revised cumulative traffic volumes are presented in this Amendment in Attachment 1. Inclusion of the Goble Lane project did not change the conclusion of the cumulative analysis. In regards to your specific comment, the reason that the volumes in the original cumulative analysis were low was due to the relatively few trips generated by the original two projects and the orientation of these trips away from the project site. Only Option 2 is considered in the cumulative analysis, because it represents the worst case scenario in terms of traffic volumes.

A5: Refer to response A1 above.

A6: This mitigation has been added to the EIR, as presented in Section 3 of this Amendment.

County of Santa Clara
Roads and Airports Department
Land Development and Permits
101 Skyport Drive
San Jose, California 95110-1302
(408) 573-2460 FAX (408) 441-0275

Letter B

May 5, 2005

Michael Rhoades
Department of Planning, Building and Code Enforcement
City of San Jose
801 North First Street, Room 400
San Jose, CA 95110

Subj: Draft Environmental Impact Report (DEIR) for the General Electric Facility PD Rezoning
File No: PDC 04-029, SCH No. 2004062104

Dear Mr. Rhoades:

Your April 2005 Draft Environmental Impact Report on the above subject has been received and reviewed. The following are our comments:

Signalizing southbound Almaden Expressway off-ramp to Curtner Avenue probably makes sense if signals on Curtner Avenue can be coordinated. To that end, and since signal is development mitigation, it would seem City should operate and maintain the signals, and take jurisdiction for the ramp area to include loop detectors and queuing area. B1

Thank you for the opportunity to review and comment on this project. Please call me at (408) 573-2462 for any questions.

Sincerely,

Felix Lopez
Project Engineer

cc: SK, DEC, TH, WRL, RN, file

LETTER B: **COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

B1: Comment noted. The City acknowledges Santa Clara County's interest in having the City maintain the proposed traffic signal for the southbound Almaden Expressway off-ramp to Curtner Avenue. This will be considered by the City's Department of Transportation in coordination with the County.

File: 29440
Guadalupe River

Letter C

May 19, 2005

Mr. Michael Rhodes
City of San Jose
Department of Planning
Building and Code Enforcement
801 North First Street, Room 400
San Jose, CA 95110-1795

Subject: Draft Environmental Impact Report for the General Electric Facility Planned Development Rezoning at the Northwest Corner of Curtner Avenue and Monterey Road, San Jose, CA

Dear Mr. Rhodes,

The Santa Clara Valley Water District (District) has reviewed the subject Draft Environmental Impact Report (DEIR) which we received from the City of San Jose (City) on April 6, 2005. The District can offer the following comments:

1. The should City consider requiring all new residential and commercial development to incorporate water conservation measures for both indoor and outdoor uses to the maximum extent practicable. This includes such water-saving measures as the use of recycled water for dual plumbing and the most current water conserving technologies/practices available, such as; C1

- Construction standards that require high-efficiency fixtures (for example, high-efficiency 1.2 gallons-per-flush toilets)
- Construction standards that require high-efficiency devices for outdoor water uses (such as self-adjusting weather-based irrigation controllers)
- Enforcement of the City's Model Efficient Landscape Ordinance (as per AB 325 1990)
- Promotion and use of drought tolerant and native plantings in landscaping
- Additionally, all new development should be in compliance with the Green Building Policies.
- Additional information on latest developments in water conservation can be obtained by contacting Mr. Hossein Ashktorab at (408) 265-2600, extension 2291 in the District's Water Use Efficiency Unit.

2. The General Electric (GE) site is a contaminated site and the Regional Board Water Quality Control Board (RWQCB) is overseeing investigation and cleanup of contamination associated with the former use of the property. Any proposed improvements on the site should not interfere with the investigation and remediation of the contaminated soils and groundwater at the site. C2

Abandoned water supply wells (pre 1955) and current monitoring wells may also be an issue if

they are encountered during site grading. All requirements and orders made by the San Francisco Regional Water Quality Control Board (RWQCB) must be adhered to at all times. Any alteration, removal, or relocation of extraction wells, monitoring wells, or storage tanks should be coordinated with the RWQCB and Mr. George Cook of the District's groundwater management unit. He can be contacted at (408) 265-2600, extension 3755. C2

3. According to current Federal Insurance Rate Maps the site is subject to inundation during a 100 year flood from both Canoas Creek and Coyote Creek. The Federal Emergence Management Agency (FEMA) recommends that the finished floor elevations of structures subject to flooding be 1-foot above the flood elevation. The District recommends 2-feet for purposes of freeboard. C3

4. Development of the site should not alter the existing flood pattern in the immediate vicinity of the project. Currently the flow path of the flood waters move across the site from west to east. Placement of building pads should be dependant upon the routing of flood waters through the streets that will provide access and traffic circulation. An analysis will need to be completed which documents the routing of the flood waters through the development such that adverse impacts are not created which could affect adjacent property. C4

5. The site is within the unconfined zone of the Santa Clara groundwater subbasin. The depth to groundwater at the GE location is shallow and there is also a strong downward component in the local groundwater gradient. The District has the concern that any infiltration of parking lot runoff would result in the migration of contamination from the site into the groundwater table. This situation must be avoided. C5

6. The use of non point source water quality treatment measures on the site are important to mitigate for post construction impacts associated with the proposed improvements. Methods to reduce water quality impacts associated with development include the use of biofilters (vegetated swales and planting strips). The vegetated swales and planting strips should be self contained and not be designed to infiltrate runoff into the ground due to the soil and groundwater contamination on the site. C6

7. The infiltration of runoff to meet RWQCB post construction C3 requirements are not recommended on this site. Small scale detention facilities which are carefully sited and designed for mitigating increases in runoff can be constructed and then rapidly drained over a short time period. The use of permeable pavements can also be considered on the site to reduce the amount of runoff. C7

8. If there are any groundwater wells on the site which are going to be altered, abandoned, or destroyed, a well permit is required from the District's Well Services Unit. Please call the Wells Permit desk at (408) 265 2600, extension 2660 to obtain additional information regarding well permit requirements. C8

Thank you for the opportunity to comment on the proposed project's DEIR.

Please reference District File No. 29440 on further correspondence regarding this matter.

If you have any questions or need additional information, you can reach me at (408) 265 2607, extension 2439.

Sincerely,

Vincent M. Stephens, P.E.
Associate Civil Engineer
Community Projects Review Unit

cc: S. Tippets, C. Haggerty, B. Judd, J. Crowley, B. Ahmadi, V. Stephens, File (2)

LETTER C: SANTA CLARA VALLEY WATER DISTRICT

C1: This comment appears to assume that the project includes residential uses, which it does not. The City Council will evaluate the opinions expressed in this comment regarding use of indoor and outdoor water conservation measures prior to an approval of the project. As described on page 105 of the Draft EIR, reclaimed water is currently used to irrigate landscaping on the site. The project will construct all future irrigation facilities in accordance with the requirements of the South Bay Water Recycling program to facilitate connection to and use of recycled water. In addition, the proposed shopping center will incorporate water conservation measures to the maximum extent practicable.

C2: The hazardous materials issues on the project site are addressed in the Draft EIR. Future improvements will be subject to the remediation requirements identified in the Risk Management Plan, as well as the requirements of the RWQCB.

All wells on the site will be capped and/or managed in consultation with the RWQCB and SCVWD.

C3: As described on page 36 of the Draft EIR, the project will be required to obtain Elevation Certificates (FEMA Form 81-31) or a Conditional Letter of Map Revision (CLOMR-F) for approval by FEMA prior to receiving development clearance from the City. These documents will assure that appropriate flood-proofing measures are incorporated into final design.

C4: As described on pages 36-37 of the Draft EIR, a preliminary analysis of flood routing through the project site has been completed for the project. This analysis consisted of estimating the existing floodplain limit, determining the 100-year water surface elevations on the site based on a flooding depth of 1-foot, and plotting these flood elevations onto the site layout and drainage plans. The driveways and parking lot were designed to route floodwaters through the site, so that flood flows are not impeded and ponding depths are limited to 1-foot or less prior to release. In addition, each building within the flood zone was elevated to a minimum of 1-foot above the flood elevation. The results of this analysis indicate that flood waters will not adversely impact adjacent properties with implementation of the proposed grading and drainage concept. Additional analysis of flood routing through the project site, based on the final site and grading plans, will be conducted at the PD permit stage to ensure that the project will not adversely impact adjacent properties.

C5: The proposed drainage plan will direct runoff into inlets and grass-lined swales in parking lot and driveway areas that ultimately connect to the City's storm drain system. As described in the Draft EIR, the drainage system will be designed to minimize runoff, which would limit the amount of new runoff that would infiltrate into the aquifer. Appropriate features (such as protection with an impermeable lining) will be included in the final design of the swales and drainage system to assure that runoff flows do not result in the migration or mobilization of chemicals in the groundwater. Detailed project plans provided as part of the Planned Development (PD) permit application will be forwarded to the District for comment when available.

C6: The District's recommendations are noted and will be implemented as appropriate during final design. Detailed project plans provided as part of the PD permit application will be forwarded to the District for comment when available.

C7: Comment noted; this will be incorporated in the final project design. Detailed project plans provided as part of the PD permit application will be forwarded to the District for comment when available.

C8: Comment noted. Wells that may be altered or abandoned as part of the commercial center are not specifically known at this time. The District will be contacted, as well as the RWQCB, for alteration or abandonment of any existing wells.

SANTA CLARA
Valley Transportation Authority

May 19, 2005

Letter D

City of San Jose
Department of Planning and Building
801 North First Street
San Jose, CA 95110

Attention: Michael Rhoades

Subject: City File No. PDC04-029 / General Electric Facility

Dear Mr. Rhoades:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the project referenced above for a planned development rezoning from light industrial and heavy industrial to allow up to 646,000 square feet for a shopping center uses on 55 gross acres at the northwest corner of Curtner Avenue and Monterey Road. We have the following comments.

On-Site Planning and Design

Based on the Conceptual Site Plan included in the DEIR, the development at this site will be highly automobile dependent and will not be very supportive of transit ridership. This site is currently served by five VTA bus routes, is adjacent to a future potential Bus Rapid Transit corridor (which is currently under review.), and is within approximately ½ mile of the Curtner LRT station. Thus, VTA recommends reconsidering the development of this "in-fill" site as a high-density, mixed-use residential/retail, transit oriented development.

However, if this site is developed for retail uses only, certain improvements to the site layout, design and building orientation will increase the potential for access to this destination via public transit services instead of by personal automobile.

Building Density, Orientation, Parking, and Pedestrian Connectivity

VTA encourages developing this site at the maximum possible density. VTA recommends that future buildings at this site be oriented to the street where possible, with minimum setbacks and parking to the rear of buildings, and with thoughtful pedestrian connectivity incorporated into the site design to minimize walking distances and provide convenient connections to adjacent transit stops. VTA also recommends that the site development plans include well-designed, pedestrian friendly crosswalks on both Monterey Highway and Curtner Avenue in order to improve pedestrian connectivity and increase transit use. Sidewalks along Curtner Avenue should be constructed, and sidewalks along Monterey Highway should be maintained (or improved) as part of this project. D1

VTA recommends that the site plan include clearly designated and unobstructed pedestrian paths throughout the retail center, with special attention to designating and protecting pedestrian safety where paths traverse sections of the parking lot. Pavement markings or treatments should be used to direct pedestrians along the paths, as well as to alert automobile traffic as to the potential presence of pedestrians. The pedestrian paths should also be coordinated with the landscaping plan to provide shade where practical and should include sufficient human-scale lighting to improve the pedestrian environment.

As one potential and practical modification to this highly automobile-oriented site design, it is recommended that the City of San Jose consider including "pad" buildings (restaurants & stand-alone tenants) and shops (multi-tenant) buildings on the street frontage, facing the perimeter streets, to provide a walkable series of buildings, connected by a strong pedestrian streetscape with landscaping, decorative paving, entry features (like fountains, decorative landscaping, public art, floral plantings, etc.), pedestrian seating, pedestrian lighting, decorative seat walls and other landscape features. In effect these buildings along the street frontage present more of a "Main Street" feel to the development. The developer can use monument signage to identify major tenants and to help direct shoppers toward the interior of the project and to the major tenants that line the back of the project site on the other side of the primary parking lot. D1

VTA staff are available to discuss various alternate design strategies that would create a more pedestrian friendly landscape and create a less *auto-oriented* environment.

The VTA *Community Design & Transportation (CDT) Guidelines* and the VTA *Pedestrian Technical Guidelines* should be used when designing developments at this site. These documents provide guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. Both documents are available upon request to agency staff. For more information, please call Chris Augenstein, Development & Congestion Management Division, at 408-321-5725.

Bicycle Parking

VTA recommends that the project include analysis and provide for both Class I bike parking spaces (bicycle lockers or secured shared-access storeroom) and Class II bike parking spaces (bicycle racks) based on VTA's *Bicycle Technical Guidelines*. This document provides additional guidance on estimating supply, siting and design for bicycle storage facilities. The *Guidelines* may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis, Development & Congestion Management Division, at 408-321-5725. D2

Transportation System Planning and Design

Impacts and Mitigation Measures

The DEIR indicates that both Project Options 1 and 2 would have freeway impacts. The report states, "The mitigation necessary to reduce significant impacts on freeways is the widening of the freeway. Due to the substantial cost, this measure is not considered feasible for a single development project. These impacts are therefore considered significant and unavoidable." This approach is not consistent with CMP requirements.

VTA's *TIA Guidelines* state, "Pending adoption of the Countywide Deficiency Plan, Lead Agencies do not need to prepare local deficiency plans. However, if a project causes a transportation impact that cannot be reduced to a less than significant level, the Lead Agency must implement, or require the project's sponsor to implement, the "Immediate Actions" listed in Appendix D as part of the project's approval." In order to address the freeway impacts due to the proposed project, the project must implement items from the "Immediate Implementation Action List" in the *TIA Guidelines*. D3

Another consideration is for the project to make a fair-share contribution to the freeway improvements that would mitigate the identified impacts.

Bicycle System

The project sponsor is encouraged to work with the City of San Jose on the contribution of fees towards any bike lane improvement on Monterey Highway as part of the Cross-County Bicycle Corridors in the Santa Clara Countywide Bicyole Plan for the section of the development that fronts Monterey Highway. D4

VTA Support Services:

For more information, general questions, technical support, or to arrange a meeting with VTA staff to discuss On-Site Planning and Design of this or any other development projects, please contact George Tacké, Development & Congestion Management Division, at 408-321-5865 or via email at george.tacke@vta.org. VTA staff look forward to assisting you. D5

Bus Service

Bus Rapid Transit (BRT) Project

The Downtown East Valley Transit Improvement Plan includes a Bus Rapid Transit (BRT) line on Monterey Highway from San Jose Diridon Station to the Santa Teresa Station on the Santa Teresa-Baypointe (Guadalupe) Line. The corridor length is 9.6 miles. D6

During preliminary engineering studies of the BRT concept, 24 potential station locations were established based on many factors, including station spacing and proximity to major cross streets in order to facilitate easy bus transfers. A potential bus station has been identified for the intersection of Curtner Avenue and Monterey Highway. Additional refined work needs to be completed, including the environmental analysis, of the Bus Rapid Transit Concept. The schedule for further work has not been finalized

Bus Stop Improvements

VTA maintains two bus stop directly adjacent to the project. One stop is located on Monterey Road, north of Curtner Avenue, and another is on Curtner Avenue, west of Monterey Road. The Monterey Road bus stop has a 16-foot curb lane and is improved with a PCC pavement pad and shelter. The Curtner Avenue bus stop has a 20-foot curb lane and no standard concrete curb and gutter or sidewalk improvement. In order to provide convenient access to transit service, VTA staff recommend that the City condition the developer to provide the following improvements per typical VTA Bus Duckout or Modified Duckout Design Guidelines and Bus Stop Pavement Details and Specifications: D6

Bus Stop on Monterey Road, north of Curtner

- Provide a 22-foot curb lane or bus duckout, consistent with Figure 22, to alleviate potential traffic conflicts. This would also accommodate VTA's future needs as it relates to the plans for a future BRT line.
- A 10' wide monolithio PCC pavement pad with valley gutter at the existing curb line form the entire length of the bus stop or duckout, consistent with Figure 20 and Figure 26.
- Construct an 8' wide sidewalk adjacent to the bus stop per ADA standards.
- Relocate the existing shelter consistent with the above improvements.

Bus Stop on Curtner Avenue, west of Monterey Road.

- Provide the same curb lane/duckout , PCC pavement pad, and sidewalk improvements
- Construct a standard concrete curb.

Please contact Kiyo Ushino at (408) 321-8057 if you have any questions about bus stop duckout and pavement design.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

RM:kh

cc: Samantha Swan, VTA
Ebrahim Sohrabi, San Jose Public Works Department

LETTER D: SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

D1: The current site plan is conceptual at this time; however, circulation on the site has been designed to accommodate safe and convenient pedestrian access. The site plan incorporates a grid layout intended to promote pedestrian and bicycle access throughout the property. The primary access routes through the site provide adequate separation between bicycle and pedestrian facilities. Measures are identified in the air quality section of the Draft EIR to encourage alternate modes of transportation, including a series of Transportation Demand Management (TDM) measures aimed at promoting pedestrian, bicycle, and transit use. The VTA's Community Design & Transportation Guidelines, the VTA's Pedestrian Technical Guidelines, and the VTA's Bicycle Technical Guidelines shall be consulted during final project design. Detailed project plans provided as part of the PD permit application will be forwarded to the VTA for comment when available. The project will be required to upgrade existing traffic signals in the vicinity of the project as described in the Draft EIR. Any deficiencies at the traffic signals will be identified and addressed at the public improvement stage.

D2: Refer to response D1 above. Bicycle parking will be required as part of the final project design. The City and the project proponent will consult VTA's Bicycle Technical Guidelines as appropriate during the specific buildout of the project. The number and location of bicycle parking spaces will be finalized at the PD permit stage, when detailed site plans are available. No further response is required, as this comment does not raise any questions about the adequacy of the EIR.

D3: The project will include a comprehensive TDM program to reduce overall project vehicle trip generation and minimize impacts to CMP facilities. The TDM program is expected to satisfy the CMP Deficiency Plan Guidelines, which call for items from the Immediate Implementation Action List to be incorporated into the project. In addition, this comment expresses an opinion regarding the freeway traffic impacts identified in the EIR. The construction of an additional travel lane on a freeway mainline is beyond the scope of a single development project, and no improvement project has been identified towards which a fair-share contribution could be made. For this reason, the project's impact upon freeway traffic was identified as significant and unavoidable in the Draft EIR. Payment of money is not "mitigation" under CEQA, unless a mechanism is in place to use the funding to implement the specific mitigation measure(s). In the event that Caltrans develops and approves a PSR for specific freeway improvements, the City will participate in funding of identified construction projects, if applicable.

D4: The project proponent and City will coordinate in the provision of on and offsite bicycle facilities. Detailed project plans provided as part of the PD permit application will be forwarded to the VTA for comment when available.

D5: Comment noted. Detailed project plans provided as part of the PD permit application will be forwarded to the VTA for comment when available.

D6: Projects in San José are typically conditioned to provide bus stops at appropriate locations, as coordinated with the VTA, at the PD permit stage. The City Council will evaluate necessary conditions of approval as part of the review of this project, including improvements to transit infrastructure. No further response is required, as this comment does not raise any questions about the adequacy of the EIR.

PRESERVATION ACTION COUNCIL OF SAN JOSE

Dedicated to Preserving San Jose's Architectural Heritage

May 9, 2005

Letter E

Alex Marthews, Executive Director
Preservation Action Council of San Jose
PO Box 2287
San Jose, CA 95109.

Michael Rhoades
Department of Planning, Building, and Code Enforcement
801 North First Street, Room 400
San Jose, CA 95110.

COMMENTS OF THE PRESERVATION ACTION COUNCIL OF SAN JOSE ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE GE SITE (City File # PDC04-029, State Clearinghouse # 2004062104)

Dear Mr. Rhoades,

We would like to express our warm support for the applicant's project, which includes the rehabilitation and reuse of the GE Office Building according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. We do not believe that the Motor Plant Reuse Alternative represents a feasible alternative for the site, partly because the Motor Plant cannot be reused from a technical standpoint, partly because the chief architectural interest of the motor plant complex lies in the office building, and partly because its reuse would not result in the accomplishment of most or all of the applicant's objectives for the site. It should, however, be made clear who will be responsible for the costs of creating and maintaining the public exhibit. E1

We endorse the comments of the Historic Landmarks Commission, especially as to the importance of maintaining the visibility of the office building from the main entrance on Monterey to the project. Overall, we commend GE for their willingness to preserve a significant historic resource as part of this project.

If you have any questions, please call me at (408) 998-8105, or email me at alex@preservation.org.

Yours truly,

Alex Marthews, Executive Director.

Le Petit Trianon, 72 N 5th St., Suite 9, San Jose, CA. Mail: P.O. Box 2287, San Jose, CA, 95109-2287
www.preservation.org • Tel/Fax: (408) 998-8105 • info@preservation.org
PACSJ is a 501 (c) 3 non-profit organization. EIN: 77-0254542

LETTER E: PRESERVATION ACTION COUNCIL OF SAN JOSÉ

E1: The commentor's support for the project is noted. The feasibility of the alternatives presented in the Draft EIR, including the Motor Plant Reuse Alternative, will be considered by the City Council when it adopts the EIR findings resolution for the project, as required under CEQA Guidelines Sections 15091 and 15093. The cost of creating and maintaining a public exhibit or kiosk on the project site will be the responsibility of the shopping center developer and/or property owner. The maintenance of public documents (i.e., HABS documentation) will be the responsibility of the City.

The commentor's endorsement of the comments of the Historic Landmarks Commission (HLC) is noted. For the record, no comments were received by the HLC on the Draft EIR. It is assumed that the reference to the HLC recommendations are related to those made at their regularly scheduled public hearing in May, which did not address issues relevant to the adequacy of the EIR. No further response is required.

April 18, 2005

Letter F

Michael Rhoades
Department of Planning, Building & Code Enforcement
801 N. First Street, Room 400
San Jose, CA 95110-1795

Subject: Draft Environmental Impact Report, General Electric Facility Planned Development Zoning, File No. PDC 04-029, State Clearinghouse No. 2004062104.

Dear Mr. Rhoades:

I have the following comment on the measures for remediating the significant impacts from hazardous materials identified on the site. For mitigation, the DEIR (page 49) relies upon approval of a work program and a risk management plan (RMP) from the Regional Water Quality Control Board (RWQCB). The assumption is that the work program and RMP will reduce the impacts to "less-than-significant" during construction and for the operation of commercial enterprises.

The unstated assumption is that the site will not be used for residential purposes. A key part of reducing the human health impacts to "less-than-significant" is to limit potential exposure to known contaminants by precluding residential uses. F1

On pages 47 and 48, the DEIR lists several measures that will be included in the RMP and includes the statement that, "GE will recommend that a deed restriction be placed on the site to prevent residential development in perpetuity." However, the City has not included this as a required mitigation measure on page 49. To ensure the long-term protection of human health, the final EIR should include a deed restriction precluding residential development among the required mitigation measures before development can proceed.

Thanks for your consideration,

John W. Ryan

John W. Ryan
2925 Aspen Drive
Santa Clara, CA 95051

LETTER F: JOHN W. RYAN

F1: The remediation of hazardous materials on the project site identified in the EIR and set forth in the RMP assume occupation of the site by commercial (non-residential) uses. Institutional controls defined in the RMP will include an Environmental Restriction and Covenant prohibiting future residential and residential type uses on the property. The Covenant will be recorded in the Official Records of the County of Santa Clara and will run with the real property under California Civil Code 1471.

3.0 REVISIONS TO THE DRAFT EIR

The following section provides revisions to the text of the Draft EIR, in amendment form. The revisions are listed by page number. All additions to the text are presented in underline, and all deletions are shown as ~~stricken~~.

Page 41, the following mitigation is added after the last bullet,

- All wells on the site shall be capped and/or managed in consultation with the RWQCB and SCVWD.

Page 49, the seventh bullet is revised as follows:

- Future site environmental restrictions and/or institutional controls. These will include an Environmental Restriction and Covenant prohibiting future residential and residential type uses on the property. The Covenant will be recorded in the Official Records of the County of Santa Clara and will run with the real property under California Civil Code 1471.

Page 59, the following mitigation is added after the second bullet:

- Should future improvements be conducted within the Caltrans right-of-way (ROW), the mitigation plan described herein shall be in effect for the state ROW. If any cultural resources are uncovered during construction activities within the state ROW, all work shall be halted within 50 feet of the find and the Cultural Resource Study Office, Caltrans District 4, shall be immediately contacted at (510) 286-5613 or 286-5618. A Caltrans staff archaeologist will evaluate the find(s) within one day.

Page 116, the first five paragraphs under "Cumulative Traffic" are revised as follows:

The following section addresses cumulative traffic impacts, based the results of the traffic analysis prepared for the project by Hexagon Transportation Consultants, Inc. (see Appendix D). The traffic consultant was provided a list of three ~~two~~ projects to include in the cumulative traffic analysis by the San José Transportation Department. The three ~~two~~ projects are as follows:

1. Tully Road Medical Offices – a two-building office complex totaling 32,352 square feet on a 1.88-acre site, located on Tully Road between Monterey Highway and 7th Street.

2. Venetian Terrace Gardens - a 172-condominium complex and 1.3-acre park located on a 4.6-acre site just south of Curtner Avenue between SR 87 and Almaden Expressway.

3. Goble Lane Project – a mixed use development located at the southwest corner of Monterey Road and Goble Lane, consisting of approximately 960 residential units and 18,000 square feet of retail uses.

The traffic volumes associated with these developments were obtained from the traffic reports prepared for each proposal. Traffic volumes for cumulative conditions were estimated by adding the traffic associated with the three ~~two~~ pending developments to the project traffic volumes. The cumulative traffic volumes are shown in Attachment 1 ~~Appendix D~~.

Page 118, Table 16 is revised as shown below.

Attachment 1 is included at the end of this Amendment to replace the chapter entitled "Cumulative Conditions" in Appendix D of the Draft EIR.

Revised Table 16
Cumulative Intersection Levels of Service

Intersection	Peak Hour	Count Date	Background		Cumulative			
			Ave. Delay	LOS	Ave. Delay	LOS	Incr in Crit Delay	Incr in Crit V/C
First St. & Virginia St.	AM	9/19/02	9	A	9	A	~~0~~ 7	~~0.012~~ 0.529
	PM	9/18/02	13	B	12	B	~~0~~ 9	~~0.001~~ 0.498
Third St. & Virginia St.	AM	2/21/02	10	B~~+~~	10	B	~~0~~ 14	~~0.004~~ 0.403
	PM	2/21/02	12	B	12	B	~~0~~ 13	~~0.009~~ 0.280
First St. & Willow St.	AM	9/19/02	5	A	5	A	~~0~~ 5	~~0.009~~ 0.506
	PM	9/19/02	7	A	6	A	~~0~~ 8	~~0.022~~ 0.472
First St. & Keyes St.	AM	9/24/02	28	C	28	C	~~0~~ 25	~~0.009~~ 0.590
	PM	9/24/02	29	C	29	C	~~0~~ 26	~~0.013~~ 0.576
Second St. & Keyes St.	AM	8/14/03	21	C~~+~~	22	C	~~3~~ 28	~~0.004~~ 0.126
	PM	8/14/03	29	C	29	C	~~2~~ 35	~~0.018~~ 0.380
Third St. & Keyes St.	AM	8/14/03	21	C~~+~~	21	C	~~0~~ 19	~~0.000~~ 0.328
	PM	8/14/03	10	B~~+~~	12	B	~~1~~ 8	~~0.014~~ 0.322
Seventh St. & Keyes St.	AM	2/5/02	30	C	31	C	~~0~~ 32	~~0.009~~ 0.608
	PM	10/30/01	38	D~~+~~	38	D	~~0~~ 36	~~0.035~~ 0.578
Tenth St. & Keyes St.	AM	2/14/02	23	C~~+~~	22	C	~~0~~ 18	~~0.005~~ 0.424
	PM	2/14/02	27	C	27	C	~~1~~ 44	~~0.009~~ 0.631
First St. & Second St.	AM	3/22/00	14	B	~~15~~ 9	~~B~~ A	~~1~~ 9	~~0.014~~ 0.569
	PM	3/22/00	17	B	~~22~~ 23	C	~~5~~ 23	~~0.072~~ 0.595
Vine St. & Alma Ave.	AM	2/28/02	12	B~~+~~	12	B	~~0~~ 13	~~0.005~~ 0.262
	PM	2/28/02	21	C~~+~~	21	C	~~9~~ 29	~~0.021~~ 0.612
Almaden Ave. & Alma	AM	11/21/02	18	B	18	B	~~0~~ 18	~~0.002~~ 0.546
Ave.	PM	11/21/02	28	C	29	C	~~3~~ 35	~~0.063~~ 0.648
First St. & Alma Ave.	AM	9/19/02	38	D~~+~~	~~38~~ 40	D	~~1~~ 28	~~0.000~~ 0.702
	PM	9/19/02	37	D~~+~~	~~36~~ 37	D	~~1~~ 40	~~0.033~~ 0.688
Seventh St. & Alma	AM	9/27/01	24	C	~~24~~ 25	C	~~0~~ 30	~~0.001~~ 0.399
Ave.	PM	4/20/04	23	C~~+~~	22	C	~~1~~ 27	~~0.033~~ 0.408
Tenth St. & Alma Ave.	AM	11/1/01	22	C~~+~~	~~22~~ 25	C	~~0~~ 25	~~0.004~~ 0.333
	PM	11/1/01	23	C~~+~~	~~23~~ 20	~~C~~ B	~~0~~ 21	~~0.004~~ 0.435
Lincoln Ave. & Pine	AM	2/6/02	30	C	30	C	~~11~~ 28	~~0.013~~ 0.652
Ave.	PM	2/11/03	36	D~~+~~	36	D	~~14~~ 46	~~0.013~~ 0.604
Lincoln Ave. & Malone	AM	3/7/00	18	B	17	B	~~1~~ 16	~~0.026~~ 0.565
Rd.	PM	3/7/00	9	A	9	A	~~0~~ 8	~~0.007~~ 0.530
Almaden Rd. & Malone	AM	4/20/04	24	C	24	C	~~0~~ 25	~~0.000~~ 0.443
Rd.	PM	5/3/00	22	C~~+~~	25	C	~~2~~ 25	~~0.031~~ 0.785
Almaden Rd. & Willow	AM	10/19/00	6	A	6	A	~~1~~ 6	~~0.013~~ 0.247
Glen Way	PM	10/19/00	6	A	6	A	~~1~~ 5	~~0.003~~ 0.252
Almaden Ave. &	AM	3/30/00	8	A	8	A	~~0~~ 8	~~0.003~~ 0.660
Almaden Expwy.	PM	3/30/00	5	A	5	A	~~0~~ 6	~~0.000~~ 0.499
Almaden Expwy. & San	AM	4/20/04	10	A	11	B	~~0~~ 7	~~0.004~~ 0.624
José Ave.	PM	4/22/04	16	B	19	B	~~4~~ 18	~~0.047~~ 0.558

Revised Table 16
Cumulative Intersection Levels of Service

Intersection	Peak Hour	Count Date	Background		Cumulative			
			Ave. Delay	LOS	Ave. Delay	LOS	Incr in Crit Delay	Incr in Crit V/C
Monterey Rd. & San José Ave.	AM	3/22/00	11	B~~+~~	~~11~~ 10	B	~~0~~ 7	~~0.005~~ 0.610
	PM	3/22/00	15	B	~~15~~ 12	B	~~0~~ 14	~~0.035~~ 0.533
Monterey Rd. & Phelan Rd.	AM	1/7/00	12	B~~+~~	~~12~~ 13	B	~~1~~ 14	~~0.010~~ 0.649
	PM	6/20/00	19	B~~-~~	~~20~~ 17	~~C~~ B	~~1~~ 15	~~0.059~~ 0.614
Tenth St. & Phelan Rd.	AM	2/15/00	20	B~~-~~	21	C	~~1~~ 21	~~0.008~~ 0.592
	PM	4/20/04	18	B	~~18~~ 19	B	~~1~~ 19	~~0.021~~ 0.420
Meridian Ave. & Curtner Ave.	AM	9/17/03	54	D~~-~~	51	D	~~0~~ 23	~~-0.030~~ 0.826
	PM	9/17/03	61	E	60	E	~~-6~~ 56	~~-0.016~~ 0.865
Booksin Ave. & Curtner Ave.	AM	5/2/01	7	A	8	A	~~0~~ 7	~~-0.008~~ 0.413
	PM	3/13/03	6	A	6	A	~~1~~ 6	~~0.019~~ 0.339
Cherry Ave. & Curtner Ave.	AM	2/26/01	16	B	16	B	~~0~~ 18	~~-0.004~~ 0.518
	PM	3/13/03	11	B~~+~~	12	B	~~1~~ 12	~~0.034~~ 0.442
Lincoln Ave. & Curtner Ave.	AM	10/8/02	45	D	~~46~~ 45	D	~~1~~ 51	~~0.007~~ 0.857
	PM	10/8/02	40	D	~~42~~ 43	D	~~10~~ 48	~~0.107~~ 0.789
Almaden Rd. & Curtner Ave.	AM	10/3/02	44	D	44	D	~~0~~ 49	~~0.005~~ 0.786
	PM	9/18/03	50	D	**63**	**E**	**~~17~~ 78**	**~~0.115~~ 0.995**
Almaden Expwy. & Curtner Ave.	AM	6/5/02	24	C	~~23~~ 19	~~C~~ B	~~-1~~ 20	~~-0.019~~ 0.592
	PM	6/5/02	11	B~~+~~	~~13~~ 12	B	~~8~~ 16	~~0.223~~ 0.577
Canoas Garden Ave. & Curtner Ave.	AM	10/3/01	25	C	~~27~~ 28	C	~~2~~ 35	~~0.017~~ 0.624
	PM	10/3/01	23	C~~+~~	~~25~~ 22	C	~~6~~ 28	~~0.122~~ 0.675
SR 87 & Curtner Ave. (W)	AM	10/3/01	22	C+	~~22~~ 19	~~C~~ B	~~-1~~ 18	~~0.004~~ 0.530
	PM	10/3/01	16	B	~~19~~ 20	B	~~3~~ 22	~~0.107~~ 0.682
SR 87 & Curtner Ave. (E)	AM	6/6/02	28	C	~~25~~ 22	C	~~-4~~ 27	~~-0.052~~ 0.563
	PM	6/6/02	46	D	**58**	**E**	**~~24~~ 92**	**~~0.074~~ 0.988**
Stone Ave. & Curtner Ave.	AM	4/20/04	25	C	~~26~~ 28	C	~~10~~ 32	~~0.004~~ 0.629
	PM	4/20/04	25	C	~~27~~ 37	~~C~~ D	~~0~~ 46	~~0.059~~ 0.915
Little Orchard Way & Curtner Ave.	AM	10/24/00	16	B	~~15~~ 26	~~B~~ C	~~-2~~ 34	~~-0.038~~ 0.702
	PM	11/8/01	31	C	~~36~~ 37	D	~~11~~ 50	~~0.113~~ 0.859
General Electric Way & Curtner Ave.	AM	4/20/04	10	A	~~7~~ 1	A	~~-4~~ 1	~~-0.072~~ 0.428
	PM	4/22/02	8	A	~~22~~ 10	~~C~~ A	~~24~~ 15	~~0.280~~ 0.613
Monterey Rd. & Curtner Ave.	AM	9/17/02	42	D	~~41~~ 38	D	~~-2~~ 38	~~-0.027~~ 0.736
	PM	9/17/02	50	D	**~~57~~ 59**	**E**	**~~9~~ 64**	**~~0.064~~ 0.929**
Monterey Rd. & Old Tully Rd.	AM	9/12/02	7	A	~~7~~ 9	A	~~0~~ 11	~~-0.009~~ 0.643
	PM	9/12/02	18	B~~-~~	~~18~~ 22	~~B~~ C	~~0~~ 25	~~0.009~~ 0.702
Seventh St. & Tully Rd.	AM	5/14/02	31	C	~~31~~ 26	C	~~1~~ 30	~~-0.008~~ 0.330
	PM	5/14/02	40	D	~~41~~ 33	~~D~~ C	~~0~~ 44	~~0.015~~ 0.678
Tenth St. & Tully Rd.	AM	5/14/02	21	C~~+~~	~~21~~ 20	C	~~0~~ 28	~~-0.011~~ 0.559
	PM	5/14/02	30	C	~~30~~ 27	C	~~0~~ 32	~~0.027~~ 0.608
Senter Rd. & Tully Rd.	AM	9/18/02	41	D	41	D	~~0~~ 46	~~-0.017~~ 0.658
	PM	9/18/02	50	D	~~50~~ 46	D	~~0~~ 55	~~0.000~~ 0.854
Lucretia Ave. & Tully Rd.	AM	5/14/02	37	D~~+~~	~~37~~ 36	D	~~0~~ 43	~~-0.018~~ 0.714
	PM	5/14/02	26	C	~~29~~ 25	C	~~15~~ 31	~~-0.003~~ 0.559
McLaughlin Ave. & Tully Rd.	AM	9/18/02	49	D	~~49~~ 47	D	~~-1~~ 51	~~-0.022~~ 0.831
	PM	9/18/02	51	D~~-~~	~~51~~ 47	D	~~-1~~ 58	~~-0.012~~ 0.889
Monterey Rd. & Umbarger Rd.	AM	9/27/01	19	B~~-~~	~~19~~ 28	B	~~1~~ 28	~~-0.008~~ 0.911
	PM	9/27/01	24	C	~~24~~ 23	C	~~0~~ 23	~~0.008~~ 0.732
Monterey Rd. & Lewis Rd.	AM	4/16/02	16	B	~~15~~ 17	B	~~0~~ 17	~~-0.008~~ 0.731
	PM	4/16/02	22	C~~+~~	23	C	0 19	~~0.012~~ 0.612
Senter Rd. & Capitol Expwy.	AM	3/5/03	49	D	~~49~~ 48	D	~~0~~ 57	~~-0.002~~ 0.816
	PM	9/30/03	77	E~~-~~	~~77~~ 64	E	~~1~~ 80	~~-0.002~~ 0.991
Monterey Rd. & Capitol Expwy. (N)	AM	10/29/02	18	B	~~17~~ 16	B	~~1~~ 18	~~-0.006~~ 0.638
	PM	10/29/02	14	B	15	B	~~0~~ 9	~~-0.002~~ 0.522
Monterey Rd. & Capitol Expwy. (S)	AM	10/30/02	26	C	~~27~~ 25	C	~~1~~ 32	~~0.003~~ 0.786
	PM	10/30/02	14	B	17	B	~~4~~ 15	~~0.055~~ 0.594
Monterey Rd. & Senter	AM	9/18/02	23	C~~+~~	~~24~~ 22	C	~~1~~ 23	~~0.030~~ 0.678

Revised Table 16 **Cumulative Intersection Levels of Service**								
Intersection	**Peak Hour**	**Count Date**	**Background**		**Cumulative**			
			Ave. Delay	**LOS**	**Ave. Delay**	**LOS**	**Incr in Crit Delay**	**Incr in Crit V/C**
Rd.	PM	9/18/02	28	C	29	C	~~1~~ 45	~~0.031~~ 0.642
Monterey Rd. &	AM	9/17/02	36	D~~+~~	36	D	~~0~~ 40	~~0.011~~ 0.756
Skyway Dr.	PM	9/17/02	26	C	26	C	~~0~~ 29	~~0.001~~ 0.591
Significant impacts shown in **bold.** Source: Hexagon Transportation Consultants, May ~~January~~ 2005.								

ATTACHMENT 1

REVISED CUMULATIVE TRAFFIC ANALYSIS

General Electric Monterey Road Site Retail Development

Final Traffic Report – Revised Cumulative

Prepared for:

Denise Duffy & Associates

Prepared by:

Hexagon Transportation Consultants, Inc.

March 25, 2005

(revised May 20, 2005)

04SH03
SFH
Revised Cumulative.doc

Cumulative Conditions

In conformance with the California Environmental Quality Act, an analysis of potential traffic impacts of pending developments was conducted. This chapter discusses the cumulative conditions. It includes descriptions of the cumulative developments and the procedure used to estimate traffic volumes associated with them, and presents the results of the intersection and freeway level of service calculations.

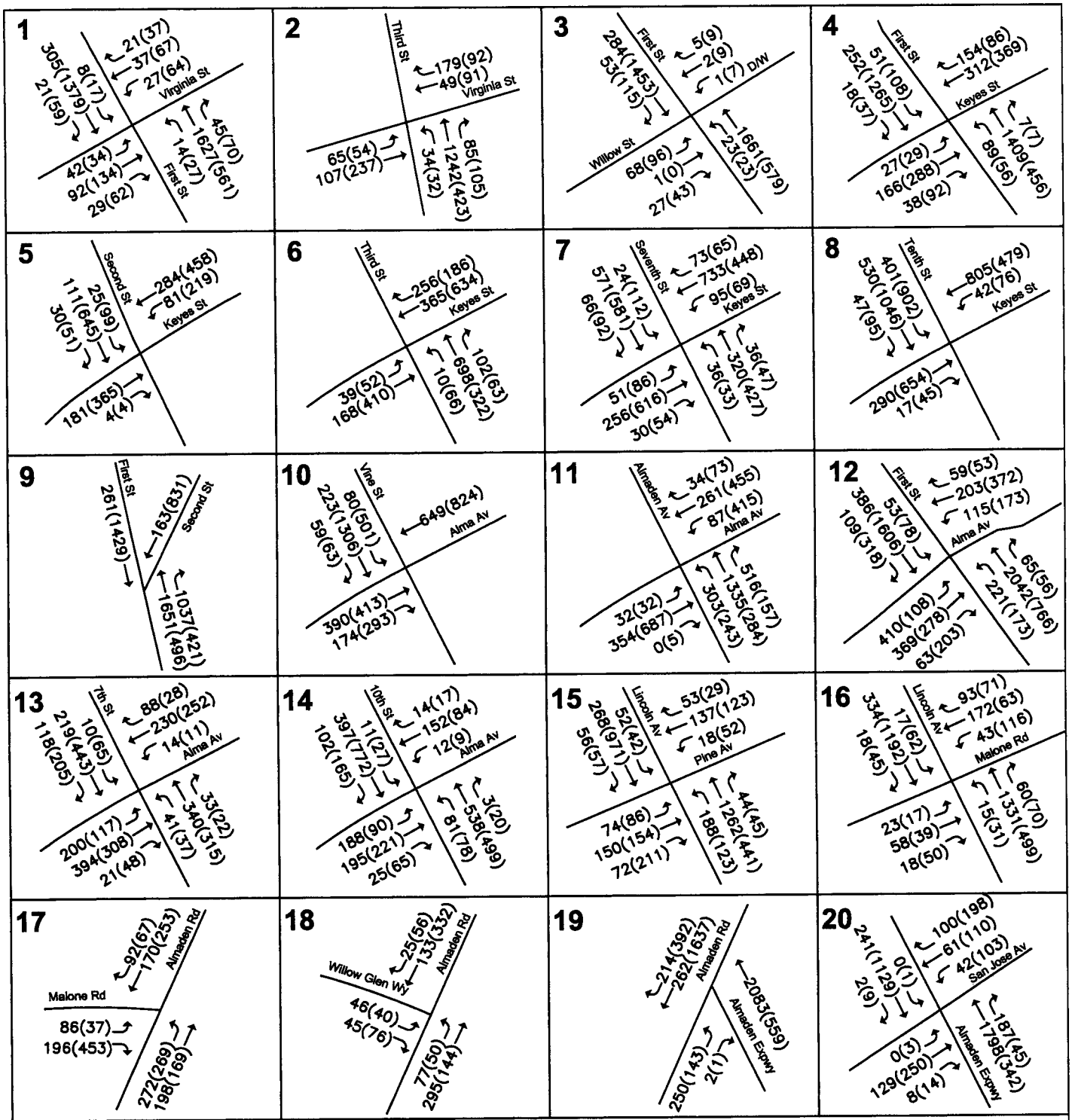
Cumulative Roadway Network

SR 87 is to be widened from four lanes (with two mixed-flow lanes in each direction) to six lanes (with two mixed-flow lanes plus one HOV lane in each direction) between SR 85 and U.S. 101.

Cumulative Traffic Estimates

Traffic volumes for cumulative conditions were estimated by adding traffic associated with pending developments in the City of San Jose. Cumulative traffic volumes include trips associated with the following pending developments: Tully Road Medical Offices (located on Tully Road between Monterey Road and 7th Street), Venetian Terrace Gardens Residential development (located just south of Curtner Avenue between SR 87 and Almaden Expressway), and Goble Lane Mixed-Use Development (located on the southwest corner of the intersection at Monterey Road and Goble Lane).

The traffic volumes associated with these developments were obtained from the traffic reports prepared for these developments. Traffic volumes for cumulative conditions were estimated by adding traffic associated with these pending developments to the background plus Project Option 2 (Commercial plus Cineplex) traffic volumes. Project Option 2 (Commercial plus Cineplex) was selected to represent the project component of Cumulative Conditions because it is the project option that represents worst-case conditions. Cumulative traffic volumes are shown on Figure 1.



LEGEND

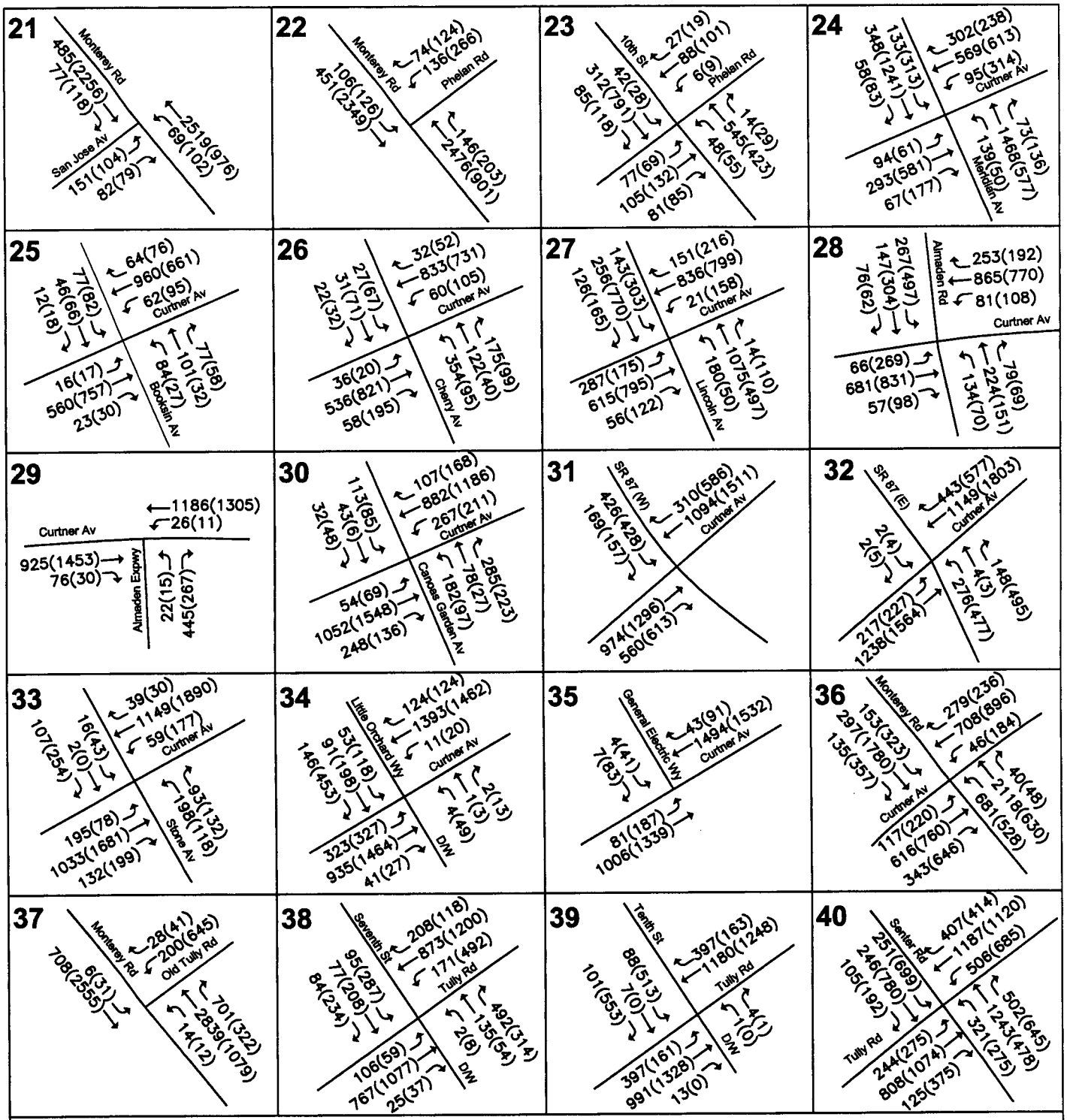
XX(XX) = AM(PM) Traffic Volumes

Figure 1

CUMULATIVE TRAFFIC VOLUMES

GE Monterey Road Site

Hexagon
Transportation Consultants, Inc.



LEGEND

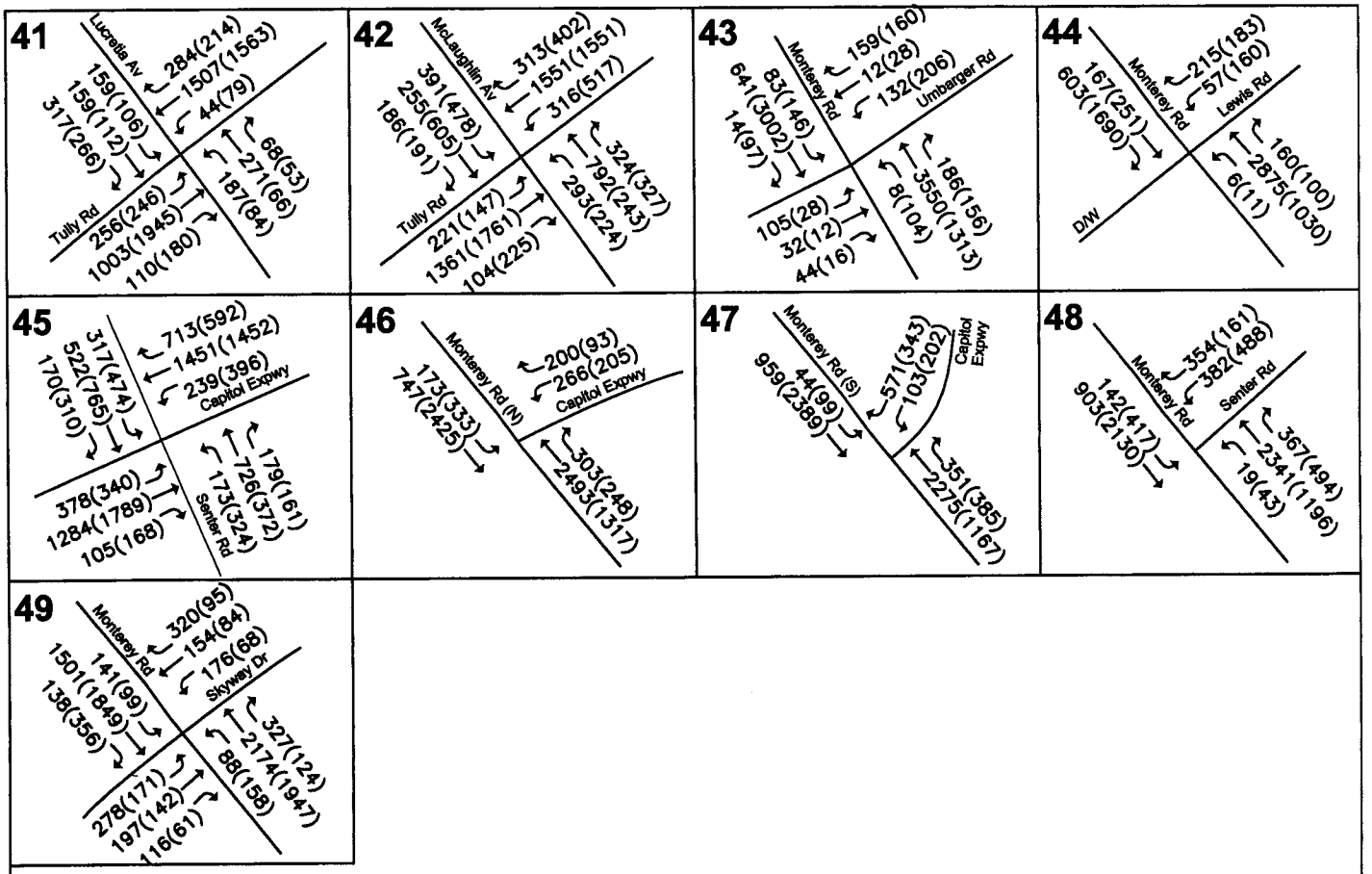
XX(XX) = AM(PM) Traffic Volumes

Figure 1

CUMULATIVE TRAFFIC VOLUMES

GE Monterey Road Site

Hexagon
Transportation Consultants, Inc.



LEGEND

XX(XX) = AM(PM) Traffic Volumes

Figure 1

CUMULATIVE TRAFFIC VOLUMES

GE Monterey Road Site

Hexagon
Transportation Consultants, Inc.

Cumulative Intersection Levels of Service

Intersection levels of service are evaluated against the City of San Jose and CMP standards.

City of San Jose Intersection Analysis

The results of the level of service analysis are shown in Table 1. The results show that 5 City of San Jose study intersections would operate at an unacceptable LOS E or worse under cumulative conditions, as measured against the San Jose citywide level of service policy. Two of these five intersections – Meridian & Curtner and Capitol & Senter – already operate at an unacceptable LOS E under existing conditions and thus are not considered to be cumulatively impacted.

Therefore, there would be a significant cumulative impact at three of the City of San Jose intersections included in this study:

Almaden Road and Curtner Avenue
SR 87 and Curtner Avenue (E)
Monterey Road and Curtner Avenue

The remaining study intersections would operate at an acceptable LOS D or better under cumulative conditions. The level of service calculation sheets are included in Appendix D.

CMP Intersections

The level of service results for the 11 CMP intersections under cumulative conditions are summarized in Table 1. The results show that, measured against the CMP level of service standards, all of the CMP study intersections would operate at an acceptable LOS E or better under cumulative conditions. Therefore, there would be no significant cumulative impact at any of the CMP intersections included in this study.

Cumulative Freeway Segment Levels of Service

Cumulative traffic volumes on the freeway segments were estimated by adding to existing freeway volumes the estimated cumulative trips on freeway segments. Cumulative trips consist of approved trips, project trips, and trips from the previously-identified pending developments. The percentage of HOVs in the traffic stream was assumed to remain unchanged from existing conditions. The results of the analysis are summarized in Table 1.

The results show that 15 of the 24 directional freeway segments analyzed would operate at an unacceptable LOS F during at least one of the peak hours under cumulative conditions. All other freeway segments analyzed would operate at LOS E or better during the AM and PM peak hours.

According to the CMP, a development is said to create a significant adverse impact on traffic conditions on a CMP freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under project conditions or,

Table 1
Cumulative Intersection Levels of Service

	Peak Hour	Background Ave. Delay	Background LOS	Cumulative Ave. Delay	Cumulative LOS	Cumulative Crit. V/C	Cumulative Ave. Crit. Delay
First Street and Virginia Street	AM	9	A	9	A	0.529	7
	PM	13	B	12	B	0.498	9
Third Street and Virginia Street	AM	10	B	10	B	0.403	14
	PM	12	B	12	B	0.280	13
First Street and Willow Street*	AM	5	A	5	A	0.506	5
	PM	7	A	7	A	0.472	8
First Street and Keyes Street*	AM	28	C	28	C	0.590	25
	PM	29	C	29	C	0.576	26
Second Street and Keyes Street	AM	21	C	22	C	0.126	28
	PM	29	C	29	C	0.380	35
Third Street and Keyes Street	AM	21	C	21	C	0.328	19
	PM	10	B	12	B	0.322	8
Seventh Street and Keyes Street	AM	30	C	31	C	0.608	32
	PM	38	D	38	D	0.578	36
Tenth Street and Keyes Street	AM	23	C	22	C	0.424	18
	PM	27	C	27	C	0.631	44
First Street and Second Street	AM	14	B	9	A	0.569	9
	PM	17	B	23	C	0.595	23
Vine Street and Alma Avenue	AM	12	B	12	B	0.262	13
	PM	21	C	21	C	0.612	29
Almaden Avenue and Alma Avenue	AM	18	B	18	B	0.546	18
	PM	28	C	29	C	0.648	35
First Street and Alma Avenue*	AM	38	D	40	D	0.702	28
	PM	37	D	37	D	0.688	40
Seventh Street and Alma Avenue	AM	24	C	25	C	0.399	30
	PM	23	C	22	C	0.408	27
Tenth Street and Alma Avenue	AM	22	C	25	C	0.333	25
	PM	23	C	20	B	0.435	21
Lincoln Avenue and Pine Avenue	AM	30	C	30	C	0.652	28
	PM	36	D	36	D	0.604	46
Lincoln Avenue and Malone Road	AM	18	B	17	B	0.565	16
	PM	9	A	9	A	0.530	8
Almaden Road and Malone Road	AM	24	C	24	C	0.443	25
	PM	22	C	25	C	0.785	25
Almaden Road and Willow Glen Way	AM	6	A	6	A	0.247	6
	PM	6	A	6	A	0.252	5
Almaden Avenue and Almaden Expwy	AM	8	A	8	A	0.660	8
	PM	5	A	5	A	0.499	6
Almaden Expwy and San Jose Ave	AM	10	A	11	B	0.624	7
	PM	16	B	19	B	0.558	18

Table 1 (cont'd.)
Cumulative Intersection Levels of Service

	Peak Hour	Background Ave. Delay	Background LOS	Cumulative Ave. Delay	Cumulative LOS	Cumulative Crit. V/C	Cumulative Ave. Crit. Delay
Monterey Road and San Jose Avenue	AM	11	B	10	B	0.610	7
	PM	15	B	12	B	0.533	14
Monterey Road and Phelan Road	AM	12	B	13	B	0.649	14
	PM	19	B	17	B	0.614	15
Tenth Street and Phelan Road	AM	20	B	21	C	0.592	21
	PM	18	B	19	B	0.420	19
Meridian Avenue and Curtner Avenue	AM	54	D	51	D	0.826	53
	PM	61	E	60	E	0.865	56
Booksin Avenue and Curtner Avenue	AM	7	A	8	A	0.413	7
	PM	6	A	6	A	0.339	6
Cherry Avenue and Curtner Avenue	AM	16	B	16	B	0.518	18
	PM	11	B	12	B	0.442	12
Lincoln Avenue and Curtner Avenue	AM	45	D	45	D	0.857	51
	PM	40	D	43	D	0.789	48
Almaden Road and Curtner Avenue	AM	44	D	44	D	0.786	49
	PM	50	D	67	E	0.995	78
Almaden Expressway and Curtner Ave	AM	24	C	19	B	0.592	20
	PM	11	B	12	B	0.577	16
Canoas Garden Ave and Curtner Ave	AM	25	C	28	C	0.624	35
	PM	23	C	22	C	0.675	28
SR 87 and Curtner Avenue (W)	AM	22	C	19	B	0.530	18
	PM	16	B	20	B	0.682	22
SR 87 and Curtner Avenue (E)	AM	28	C	22	C	0.563	27
	PM	46	D	58	E	0.988	92
Stone Avenue and Curtner Avenue	AM	25	C	28	C	0.629	32
	PM	25	C	37	D	0.915	46
Little Orchard Way and Curtner Avenue	AM	16	B	26	C	0.702	34
	PM	31	C	37	D	0.859	50
General Electric Way and Curtner Ave	AM	10	A	1	A	0.428	1
	PM	8	A	10	A	0.613	15
Monterey Road and Curtner Avenue*	AM	42	D	38	D	0.736	38
	PM	50	D	59	E	0.929	64
Monterey Road and Old Tully Road	AM	7	A	9	A	0.643	11
	PM	18	B	22	C	0.702	25
Seventh Street and Tully Road	AM	31	C	26	C	0.330	30
	PM	40	D	33	C	0.678	44
Tenth Street and Tully Road	AM	21	C	20	C	0.559	28
	PM	30	C	27	C	0.608	32
Senter Road and Tully Road*	AM	41	D	41	D	0.658	46
	PM	50	D	46	D	0.854	55

Table 1 (cont'd.)
Cumulative Intersection Levels of Service

	Peak Hour	Background Ave. Delay	Background LOS	Cumulative Ave. Delay	Cumulative LOS	Cumulative Crit. V/C	Cumulative Ave. Crit. Delay
Lucretia Avenue and Tully Road	AM	37	D	36	D	0.714	43
	PM	26	C	25	C	0.559	31
McLaughlin Avenue and Tully Road*	AM	49	D	47	D	0.831	51
	PM	51	D	47	D	0.889	58
Monterey Road and Umbarger Road	AM	19	B	28	C	0.911	28
	PM	24	C	23	C	0.732	23
Monterey Road and Lewis Road	AM	16	B	17	B	0.731	17
	PM	22	C	23	C	0.612	19
Senter Road and Capitol Expressway*	AM	49	D	48	D	0.816	57
	PM	77	E	64	E	0.991	80
Monterey Road and Capitol Expwy (N)*	AM	18	B	16	B	0.638	18
	PM	14	B	15	B	0.522	9
Monterey Road and Capitol Expwy (S)*	AM	26	C	25	C	0.786	32
	PM	14	B	17	B	0.594	15
Monterey Road and Senter Road*	AM	23	C	22	C	0.678	23
	PM	28	C	29	C	0.642	45
Monterey Road and Skyway Drive*	AM	36	D	36	D	0.756	40
	PM	26	C	26	C	0.591	29

Cumulative is represented by cumulative conditions with Project Option 2 (Commercial plus Cineplex), because that project option represents the worst case.

* Denotes CMP intersection.

1 Increase in critical delay.

Impacts indicated with outline

2. The level of service on the freeway segment is an unacceptable LOS F under project conditions, and the number of project trips on that segment constitutes at least one percent of capacity on that segment.

Cumulative traffic would constitute one percent or more of freeway capacity on 5 of the 15 LOS F directional freeway segments studied. Therefore, based on the CMP criteria for significant impacts on freeways, the project would contribute to cumulatively significant impacts on freeways.

Cumulative Impacts and Mitigation Measures

Development of the project would generate a substantial amount of traffic and would contribute to cumulatively significant traffic congestion at intersections and on freeway segments. In addition to the previous impacts (at Almaden Road & Curtner Avenue and at SR 87 northbound ramps & Curtner Avenue) identified under Project Option 2 conditions, there would be the following cumulative impacts:

Impact: *The project would contribute to cumulatively significant intersection level of service impacts at the intersection of Monterey Road and Curtner Avenue.*

Mitigation*: The cumulative traffic impact at Monterey Road and Curtner Avenue would be reduced to a less-than-significant level (LOS D or better) by adding a separate southbound right-turn pocket of length 380 feet. Additional right-of-way may be required.*

Impact*: The project would contribute to cumulatively significant freeway level of service impacts on six freeway segments:*

SR 87 southbound between Julian Avenue and I-280
SR 87 southbound between I-280 and Alma Avenue
SR 87 southbound between Alma Avenue and Almaden Expressway
SR 87 northbound between Curtner Avenue and Almaden Expressway
SR 87 northbound between Almaden Expressway and Alma Avenue

Mitigation*: The mitigation necessary to reduce significant impacts on freeways is the widening of the freeway. Due to the substantial cost, this measure is not considered feasible for a single development project. These impacts are therefore considered significant and unavoidable.*

Table 19
Cumulative Freeway Levels of Service

				Existing Plus Project Plus Cumulative Trips											Project Plus Cumulative Trips				
				Mixed-Flow Lanes					HOV Lane Traffic Volume						Mixed-Flow			HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
SR 87	SR 85 to Capitol Expwy	NB	AM	66	2	3,123	23.7	C	--	--	--	--	--	-47	-22	-0.5%	--	--
			PM	66	2	3,547	26.9	D	--	--	--	--	--	117	164	3.7%	--	--
SR 87	Capitol Expwy to Curtner	NB	AM	29	2	3,723	64.2	F	--	--	--	--	--	-47	-22	-0.5%	--	--
			PM	66	2	3,287	24.9	C	--	--	--	--	--	117	164	3.7%	--	--
SR 87	Curtner to Almaden Exp	NB	AM	17	2	3,233	95.1	F	--	--	--	--	--	173	266	6.0%	--	--
			PM	66	2	3,416	25.9	C	--	--	--	--	--	116	168	3.8%	--	--
SR 87	Almaden Exp to Alma Ave	NB	AM	18	2	3,303	91.8	F	--	--	--	--	--	173	266	6.0%	--	--
			PM	27	2	3,786	70.1	F	--	--	--	--	--	116	168	3.8%	--	--
SR 87	Alma Ave to I-280	NB	AM	65	2	3,943	30.3	D	--	--	--	--	--	173	266	6.0%	--	--
			PM	66	2	3,676	27.8	D	--	--	--	--	--	116	168	3.8%	--	--
SR 87	I-280 to Julian	NB	AM	67	2	3,255	24.3	C	--	--	--	--	--	175	268	6.1%	--	--
			PM	67	2	1,873	14.0	B	--	--	--	--	--	133	185	4.2%	--	--
I-280	Meridian to Bird	EB	AM	59	4	8,683	36.8	D	--	--	--	--	--	-47	-47	-0.5%	--	--
			PM	22	4	6,973	79.2	F	--	--	--	--	--	23	23	0.3%	--	--
I-280	Bird to SR 87	EB	AM	64	4	8,143	31.8	D	--	--	--	--	--	-47	-47	-0.5%	--	--
			PM	18	4	6,363	88.4	F	--	--	--	--	--	23	23	0.3%	--	--
I-280	SR 87 to Tenth	EB	AM	66	4	6,340	24.0	C	--	--	--	--	--	0	0	0.0%	--	--
			PM	21	4	6,800	81.0	F	--	--	--	--	--	0	0	0.0%	--	--
I-280	Tenth to McLaughlin	EB	AM	66	4	6,600	25.0	C	--	--	--	--	--	0	0	0.0%	--	--
			PM	25	4	7,200	72.0	F	--	--	--	--	--	0	0	0.0%	--	--
US 101	Capitol Expwy to Tully Rd	NB	AM	38	3	6,141	53.9	E	65	1	1,944	29.9	D	-25	7	0.1%	-6	-0.3%
			PM	64	3	6,345	33.0	D	67	1	671	10.0	A	6	53	0.8%	1	0.0%
US 101	Tully Rd to Story Rd	NB	AM	38	3	6,159	54.0	E	64	1	2,109	33.0	D	-2	45	0.6%	-1	0.0%
			PM	65	3	5,647	29.0	D	67	1	539	8.0	A	-14	14	0.2%	-1	-0.1%
US 101	Story Rd to Tully Rd	SB	AM	65	3	5,638	28.9	D	67	1	667	10.0	A	-25	4	0.1%	-3	-0.1%
			PM	16	3	4,514	94.0	F	50	1	2,202	44.0	D	6	52	0.8%	2	0.1%
US 101	Tully Rd to Capitol Expwy	SB	AM	66	3	5,538	28.0	D	67	1	800	11.9	B	-2	44	0.6%	0	0.0%
			PM	40	3	6,229	51.9	E	67	1	1,407	21.0	C	-14	16	0.2%	-3	-0.1%
I-280	McLaughlin to Tenth	WB	AM	20	4	6,640	83.0	F	--	--	--	--	--	0	0	0.0%	--	--
			PM	58	4	8,820	38.0	D	--	--	--	--	--	0	0	0.0%	--	--
I-280	Tenth to SR 87	WB	AM	24	4	7,200	75.0	F	--	--	--	--	--	0	0	0.0%	--	--
			PM	35	4	8,120	58.0	E	--	--	--	--	--	0	0	0.0%	--	--
I-280	SR 87 to Bird	WB	AM	7	4	3,608	128.9	F	--	--	--	--	--	-2	-2	0.0%	--	--
			PM	14	4	5,583	99.7	F	--	--	--	--	--	-17	-17	-0.2%	--	--
I-280	Bird to Meridian	WB	AM	10	4	4,598	115.0	F	--	--	--	--	--	-2	-2	0.0%	--	--
			PM	37	4	8,123	54.9	E	--	--	--	--	--	-17	-17	-0.2%	--	--
SR 87	Julian to I-280	SB	AM	67	2	2,657	19.8	C	--	--	--	--	--	107	157	3.6%	--	--
			PM	17	2	3,357	98.7	F	--	--	--	--	--	267	362	8.2%	--	--
SR 87	I-280 to Alma Ave	SB	AM	67	2	2,740	20.4	C	--	--	--	--	--	60	110	2.5%	--	--
			PM	15	2	3,140	104.7	F	--	--	--	--	--	290	385	8.8%	--	--
SR 87	Alma Ave to Almaden Exp	SB	AM	52	2	4,430	42.6	D	--	--	--	--	--	60	110	2.5%	--	--
			PM	16	2	3,300	103.1	F	--	--	--	--	--	290	385	8.8%	--	--
SR 87	Almaden Exp to Curtner	SB	AM	67	2	2,610	19.5	C	--	--	--	--	--	60	110	2.5%	--	--
			PM	43	2	4,500	52.3	E	--	--	--	--	--	290	385	8.8%	--	--
SR 87	Curtner to Capitol Expwy	SB	AM	66	2	3,245	24.6	C	--	--	--	--	--	75	121	2.8%	--	--
			PM	41	2	4,187	51.1	E	--	--	--	--	--	7	33	0.8%	--	--
SR 87	Capitol Expwy to SR 85	SB	AM	67	2	3,155	23.5	C	--	--	--	--	--	75	121	2.8%	--	--
			PM	66	2	3,567	27.0	D	--	--	--	--	--	7	33	0.8%	--	--

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2002.
Shading indicates significant impact according to CMP standards.